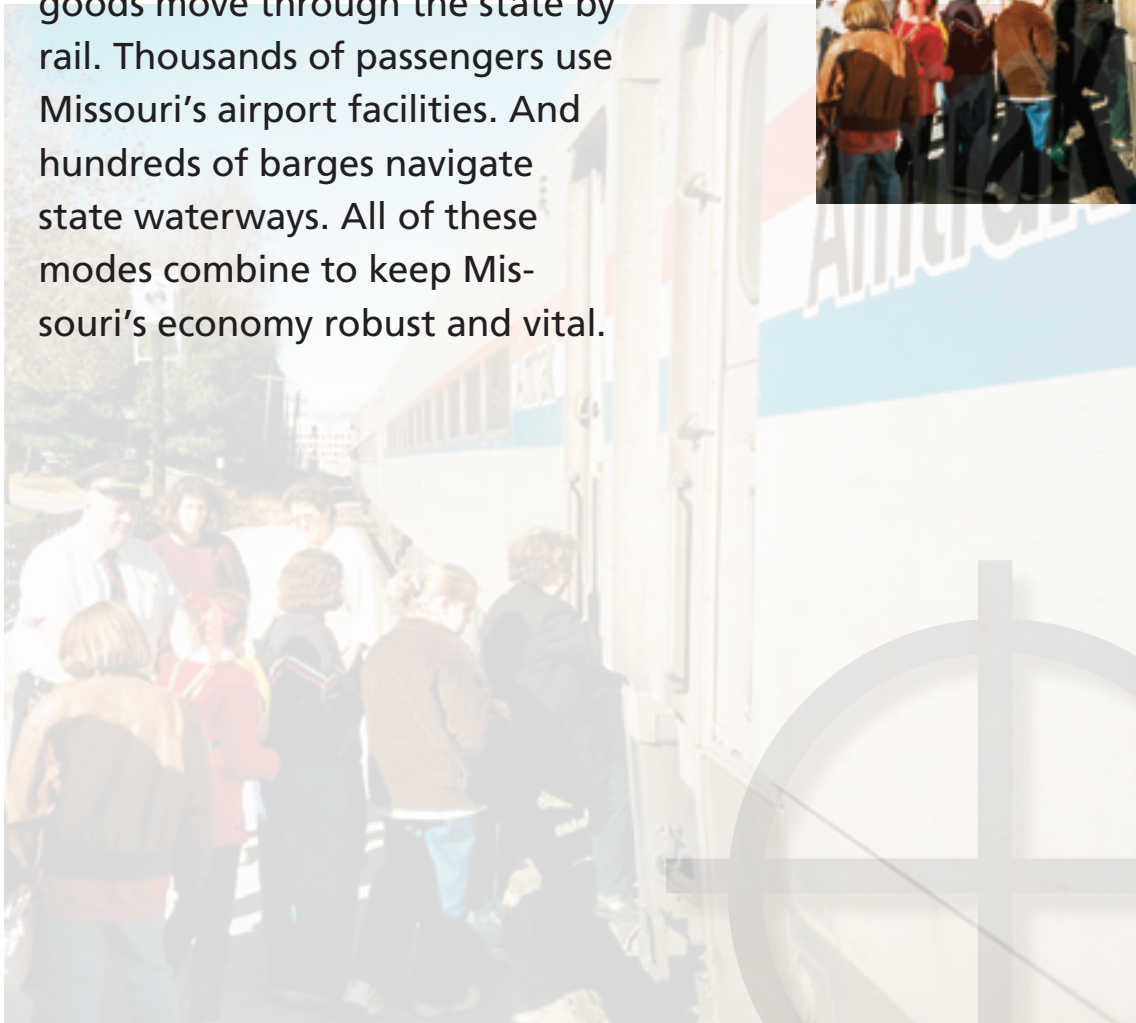


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# Easily Accessible Modal Choices

*Tangible Result Driver – Brian Weiler,  
Multimodal Operations Director*

MoDOT has an active role in all modes of transportation, including rail, air, water, and transit. Transportation is more than highways and bridges. Every day millions of tons of goods move through the state by rail. Thousands of passengers use Missouri's airport facilities. And hundreds of barges navigate state waterways. All of these modes combine to keep Missouri's economy robust and vital.



## Easily Accessible Modal Choices

### *Number of airline passengers*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Joe Pestka, Administrator of Aviation

**Purpose of the Measure:**

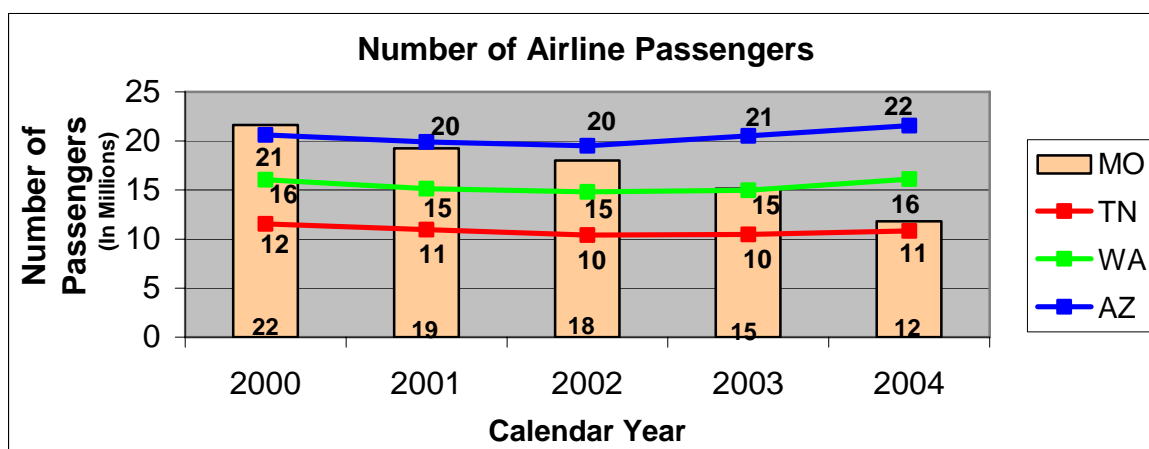
This measure tracks the number of passengers boarding airplanes at Missouri's commercial airports. It helps determine the viability of Missouri's commercial airline industry. This number is also used by the Federal Aviation Administration to help determine airports' capital improvement funding levels.

**Measurement and Data Collection:**

The data is collected annually from the Federal Aviation Administration (FAA). Comparison data has been collected from the same source for the states of Arizona, Tennessee and Washington. These three states were selected based on similar populations in 2004. Tennessee and Washington have slightly higher state population totals with Arizona and Missouri being very close with only an approximate 11,000 difference. The annual passenger boardings data provided by the FAA is normally published in October for the preceding year. Airline passengers are considered passengers boarding airplanes.

**Improvement Status:**

Data is passengers boarding airplanes and is tracked on an annual basis. The significant decrease in flights by American Airlines at St. Louis Lambert International Airport (approximate reduction of 200 flights per day in November 2003) and the effects of 9/11, in part, have contributed to the decrease in airline passengers over the last four years. It appears, based on the sample data collected below, that the sample states tracked, and within Missouri, airline passenger boardings are beginning to recover from the effects of 9/11. The reduction in flights by American at St. Louis Lambert International Airport continues to negatively impact growth in passenger boardings. Also, increases in airline operational costs and airline bankruptcy filings pose challenges to communities seeking enhanced air carrier service. MoDOT is participating with the Federal Aviation Administration, Illinois Department of Transportation and the East-West Gateway Council of Governments in a St. Louis Area System Plan study. The study will assess the region's aviation assets and develop a regional approach for the future development of those assets. MoDOT is also participating with the St. Louis International Airport and Kansas City International Airport in researching state tax issues that may be an impediment to increased air carrier services or new air carrier markets.



**Desired Trend:**



## Easily Accessible Modal Choices

### *Number of rail passengers*

**Results Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Rod Massman, Administrator of Railroads

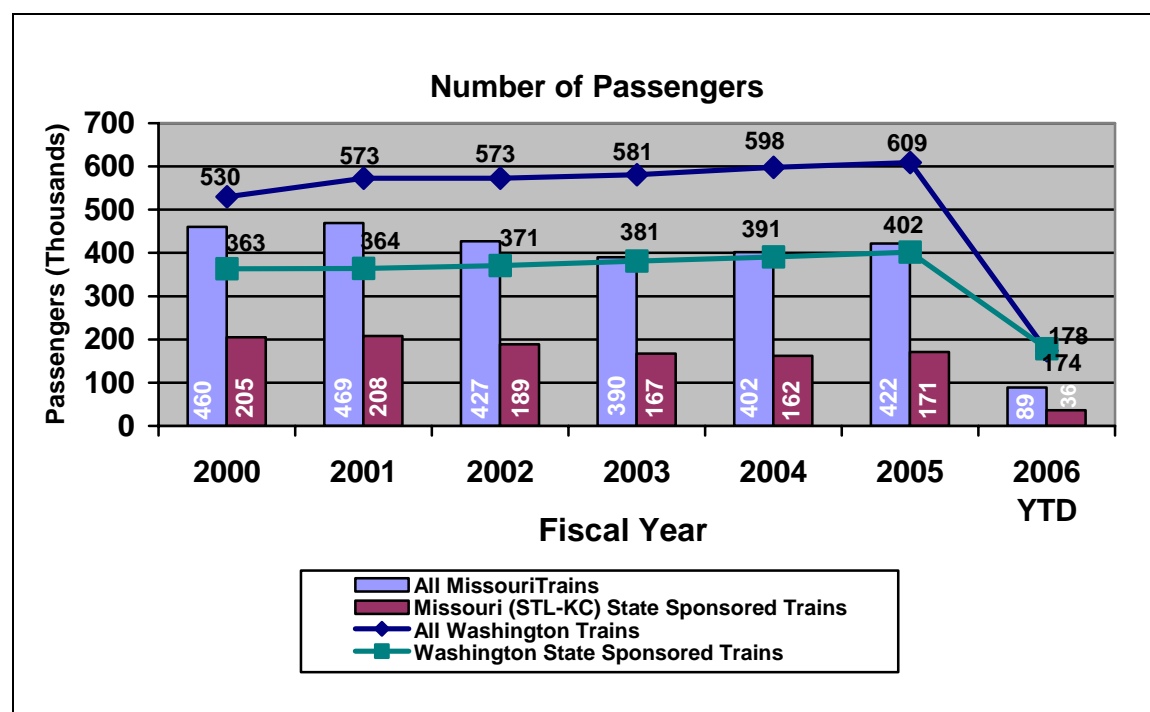
**Purpose of the Measure:**

This measure tracks the number of people using the Amtrak train service in Missouri. This includes all those taking a train trip in Missouri at any point within the state. This includes the state supported passenger rail trains between Kansas City and St. Louis and the national trains that run through the state, and the St. Louis to Chicago trains, which are supported in part by the state of Illinois. For comparison purposes, the state of Washington's data is shown based on similar size, population and the fact that they have both national and state supported trains and their Cascades train service is a model for the nation in that the state invests millions of dollars in both infrastructure and operations every year.

**Measurement and Data Collection:**

Amtrak provides the number of passengers per train in Missouri on a monthly basis. These numbers are then tabulated by the Multimodal Operations Division, Railroad Section.

**Improvement Status:** FY05 is the first year since 2001 when total ridership numbers on the St. Louis to Kansas City route went up. The first two months of FY 06 are showing an increase as well. The rising price of gas and increased congestion may explain the increase from an external viewpoint. An internal viewpoint within MoDOT shows stepped-up publicity efforts by MoDOT including new roadside signs, a wide-ranging distribution of train schedules, a focus on college students, and a variety of other publicity efforts never attempted before and further cooperation and collaboration between Amtrak, MoDOT and Union Pacific Railroad to improve the service is also helping in increasing on-time performance, thereby raising passenger numbers.



## Easily Accessible Modal Choices

### *Number of transit passengers*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Steve Billings, Administrator of Transit

**Purpose of the Measure:**

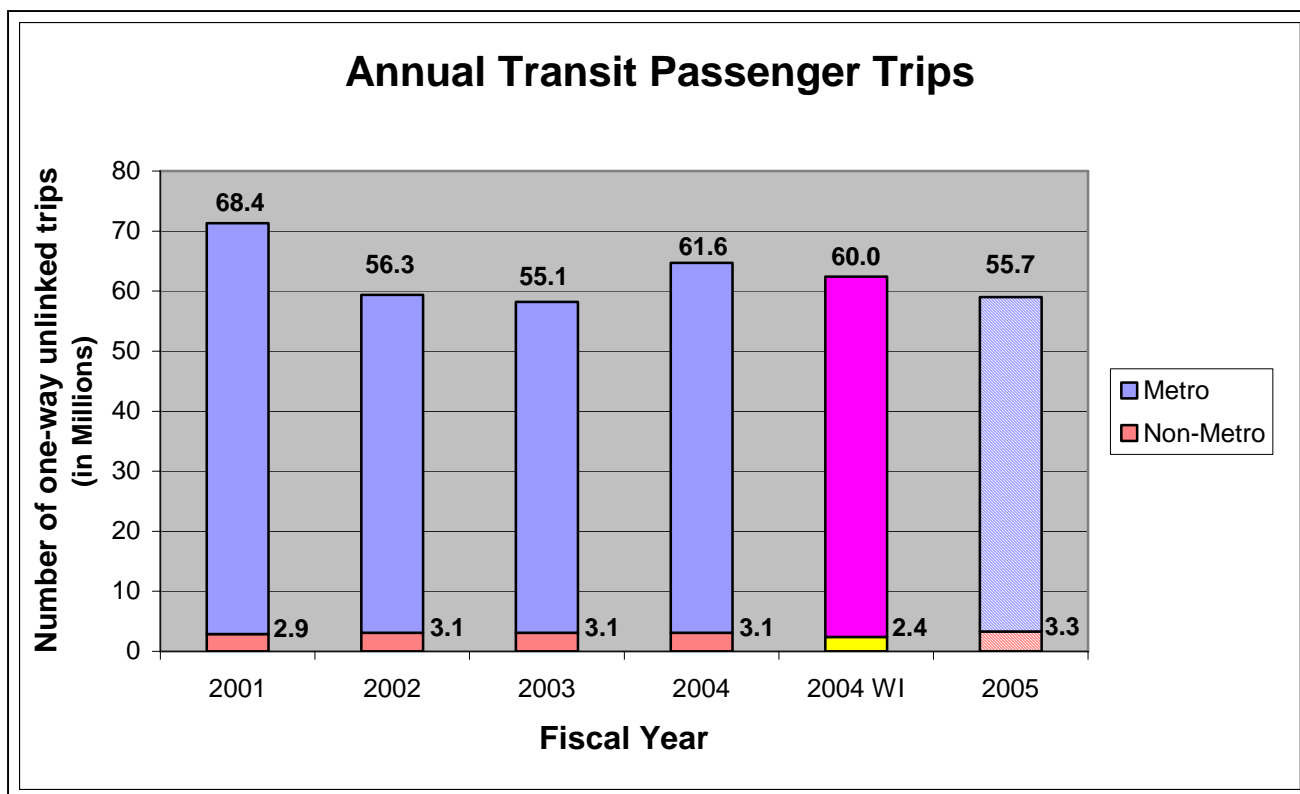
This measure gauges the use of public transit mobility services in Missouri. It also provides a historical perspective and trend of public transit service use in Missouri.

**Measurement and Data Collection:**

The total number of transit passengers is measured by the annual total of one-way unlinked transit trips taken by passengers on public transit vehicles. Data is obtained from urban and rural providers of general public transit services. The 2004 measure is benchmarked to Wisconsin, which has a comparable total statewide population.

**Improvement Status:**

Metro (urban) transit service cutbacks in 2002 – 2003, driven by declining local transit sales tax revenues and reduced state general fund transit appropriations, resulted in lower transit utilization statewide. Metro ridership in 2005 declined by 4.3 million trips compared to 2004 due to fewer transit trips taken by riders in St. Louis and St. Joseph. Non-Metro (rural) ridership has increased by 13% over the five-year reporting period from 2.9 million trips in 2001 to 3.3 million trips in 2005. Missouri compared favorably to Wisconsin in 2004. For state budgets in 2005 and 2006, MoDOT proposed a \$10 million general revenue transit funding increase. In 2005, MoDOT worked with transit providers to develop and implement the Missouri Rural Transit Marketing Campaign that received national recognition.



## Easily Accessible Modal Choices

### *Number of passengers and vehicles transported by ferryboat*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Sherrie Martin, Waterways Program Manager

**Purpose of the Measure:**

This measure tracks the statistics regarding use of ferryboat services.

**Measurement and Data Collection:**

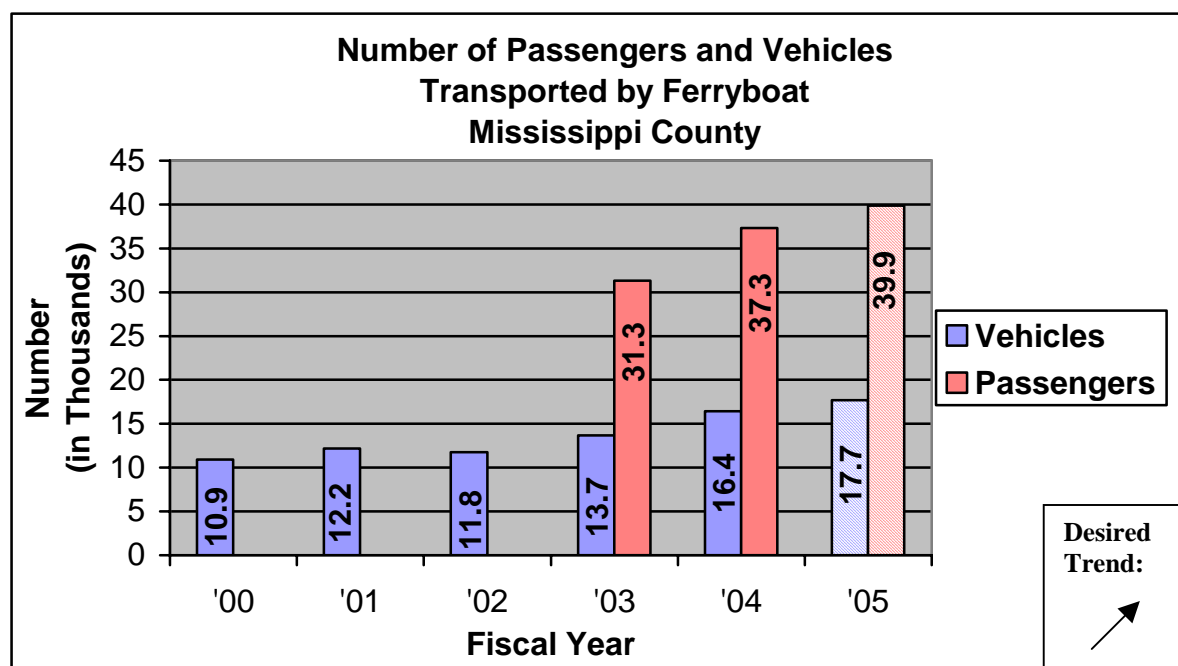
Missouri's two ferry services submit a monthly report that includes this information and the cost for providing the service and for any service disruption.

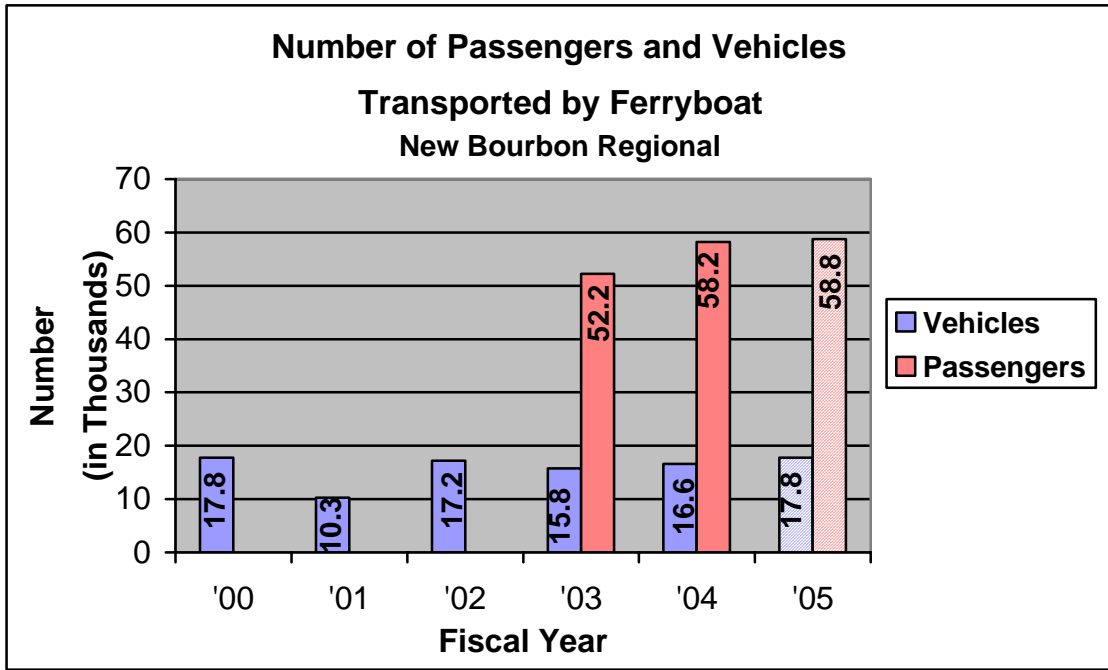
**Improvement Status:**

For the fiscal year ended June 30, 2005 statistics for both services have improved slightly even though both have experienced several days of lost time due to high water and boat maintenance. The Mississippi County ferry service operated 6% fewer days but increased vehicles by 7% and passengers by 7%. The New Bourbon ferry operated 1% fewer days but increased vehicles by 7% and passengers by 1%.

During the first quarter of fiscal year 2006 traffic on the Mississippi County ferry has decreased since last year by 1.8%. The port attributes this decrease in a significant drop in tourist traffic. Bridge repairs being performed by IDOT on both the Interstate 57 bridge and the US 60 bridge increased traffic to the ferry. The I57 bridge repairs are being done with lane restrictions and should be complete by December 21. The US 60 bridge is closed during repairs and is scheduled to reopen on November 4.

The New Bourbon Regional ferry service has experienced a 12% decrease in vehicles and a 36% decrease in passengers from fiscal year 2005. This ferry serves the Ste. Genevieve area where tourism is a major part of the economy. Tourism has been affected by high fuel prices and extreme heat during peak tourist season. MoDOT and the ports are reviewing signage and brochures at both ferry services.





**Desired  
Trend:**



## Easily Accessible Modal Choices

### *Number of days the river is navigable*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Sherrie Martin, Waterways Program Manager

**Purpose of the Measure:**

This measure provides historical data regarding the use of the inland waterways navigation system.

**Measurement and Data Collection:**

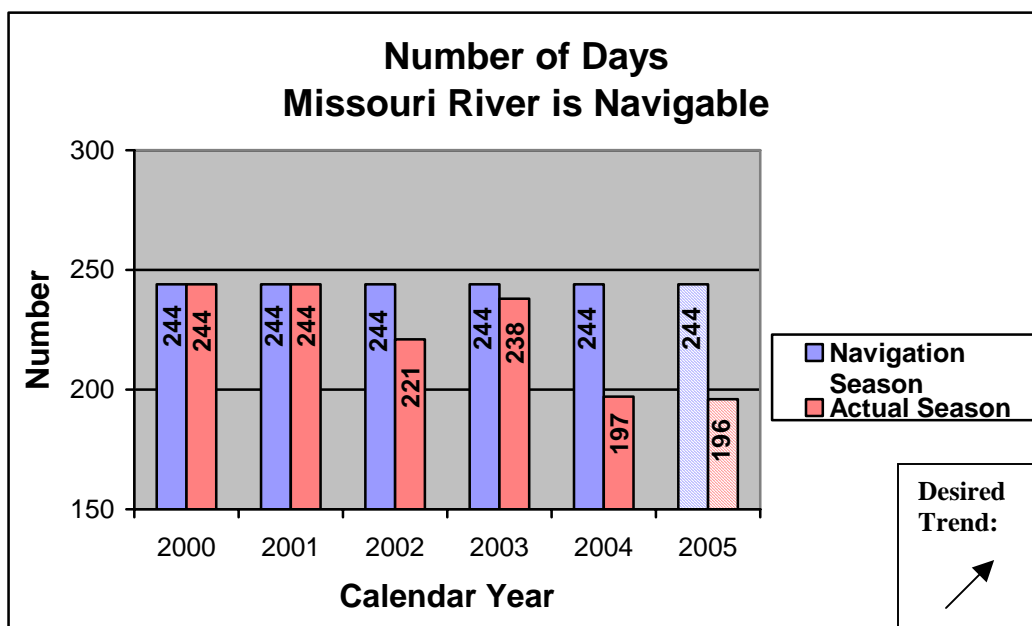
The U.S. Army Corps of Engineers publishes an Annual Operating Plan for the Missouri River and bases the end of navigation season on pool storage levels as of July 1 each year.

**Improvement Status:**

The 2005 navigation season opened April 1. Minimum navigation releases were maintained through the season. Based on July 1 storage level and drought conditions, the navigation season ended October 14, 2005, 48 days early. Full navigation season would end December 1. Senators Kit Bond and Jim Talent sent the President of the United States a letter requesting the navigation season be extended due to the low level of the Mississippi River. At St. Louis the Missouri River provides at least half the water to the Mississippi. Decreasing the Missouri flow into an already low Mississippi increases the chance of a river closure during peak harvest.

The draft 2005-2006 Annual Operating Plan is scheduled for release in November for public review and comment. The Missouri Department of Natural Resources has been designated as the State's lead agency on this issue.

Historically there has been a cycle of drought and flood conditions in the Missouri River system. While we are experiencing drought conditions MoDOT is assisting the public ports by focusing on landside access issues. This will allow the ports to shift to alternative modes and remain financially stable until drought conditions ease. Port Capital Improvement funds have been used to address storm water runoff problems in the rail yard area of the Kansas City Port in FY05. Access and service road improvements at St. Joseph Regional Port in FY06 will include a city street realignment, an intersection improvement and service road paving on port property.



## Easily Accessible Modal Choices

### *Number of business capable airports*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Joe Pestka, Administrator of Aviation

**Purpose of the Measure:**

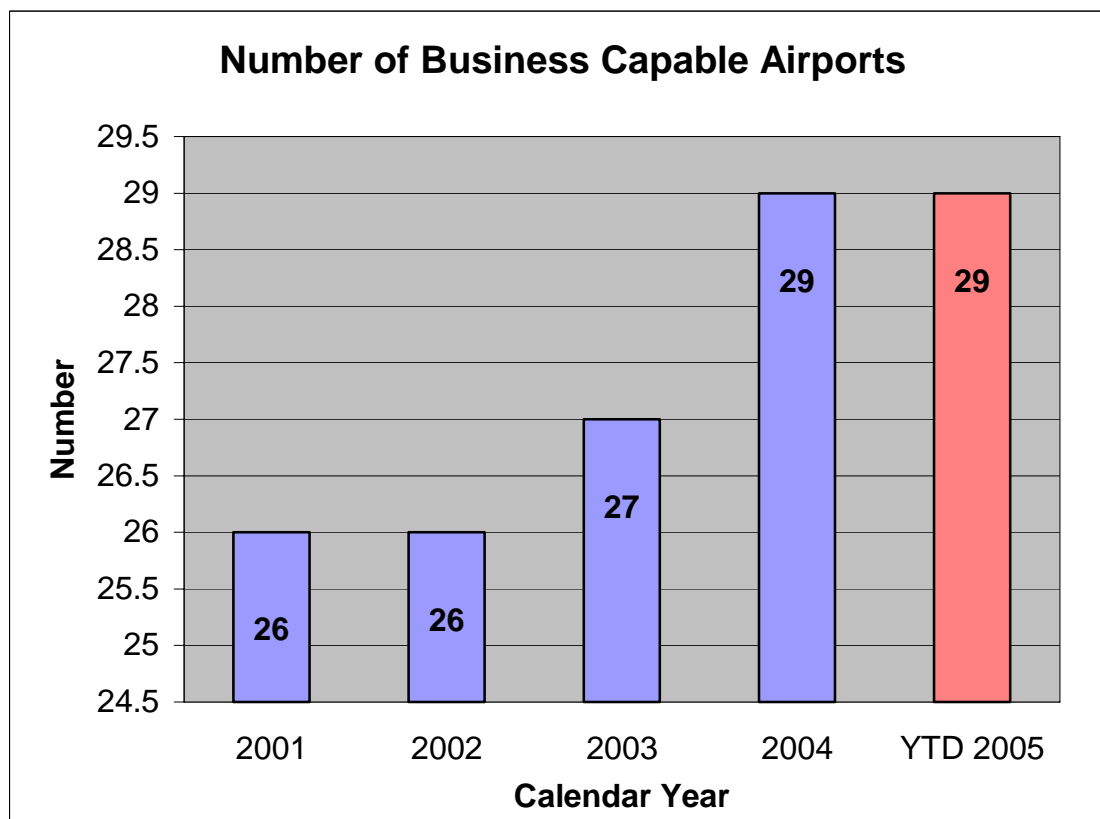
This measure tracks the number of airports capable of handling business aircraft. Local communities and economic development agencies can use airports to assist in increasing a community's economic viability for business retention and development.

**Measurement and Data Collection:**

The graph shows the number of business capable airports. A business-capable airport is defined as accommodating business- or corporate-type aircraft with a runway length of 5,000 feet or more. Since 2000, four additional airports have either extended their runway or constructed a new runway of 5,000 feet or greater. This increase allows additional communities and an increased population greater exposure to business-capable airports. Data is collected by monitoring airports' development. The data is collected on an annual basis.

**Improvement Status:**

The State Airport System Plan Update and the annual development of the STIP identify airports that meet the demand criteria and would support the development of a 5,000-foot runway. The State Aviation Trust Fund which is used for maintenance and capital improvement projects at airports increased from approximately \$3 million in calendar year 2004 to \$6 million in calendar year 2005. This increase was from an airport survey and information campaign conducted by MoDOT and a review of the status of the trust fund completed by the Department of Revenue.



**Desired  
Trend:**





## Easily Accessible Modal Choices

### *Number of daily scheduled airline flights*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Joe Pestka, Administrator of Aviation

**Purpose of the Measure:**

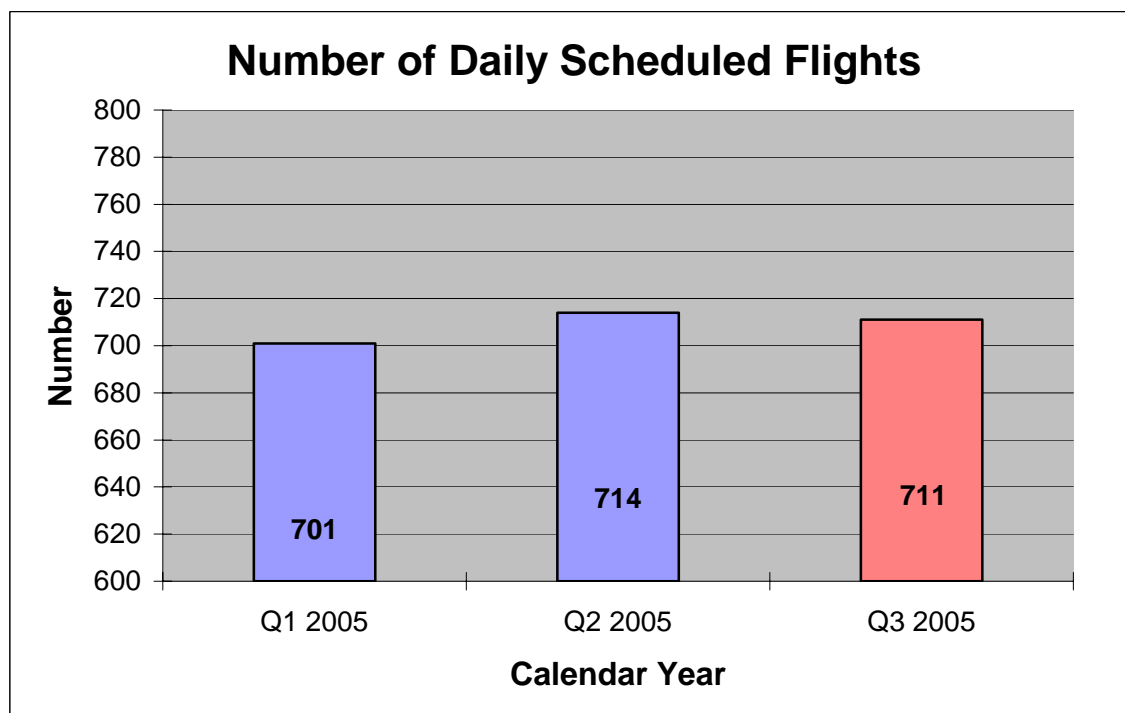
This measure tracks the number of airline flights. This data assists in determining options available to the traveling public. It provides an indication of the airline industry's economic stability in Missouri.

**Measurement and Data Collection:**

A scheduled airline flight is a takeoff by a scheduled commercial air carrier. Data is being collected from seven airports in the state that presently accommodate scheduled airline flights. These airports are: St. Louis Lambert International, Kansas City International, Springfield-Branson, Joplin, Columbia, Waynesville and Cape Girardeau.

**Improvement Status:**

The flights are measured on a quarterly basis with a daily snapshot collected for that quarter. The number of flights have stayed relatively consistent for the first three (3) quarters with slight growth from Quarter 1 through Quarter 3. MoDOT is participating with the Federal Aviation Administration, Illinois Department of Transportation and the East-West Gateway Council of Governments in a St. Louis Area System Plan study. The study will assess the region's aviation assets and develop a regional approach for the future development of those assets. MoDOT is also participating with the St. Louis International Airport and Kansas City International Airport in researching state tax issues that may be an impediment to increased air carrier services or new air carrier markets.



**Desired  
Trend:**



## Easily Accessible Modal Choices

### *Average days per week rural transit service is available*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Steve Billings, Administrator of Transit

**Purpose of the Measure:**

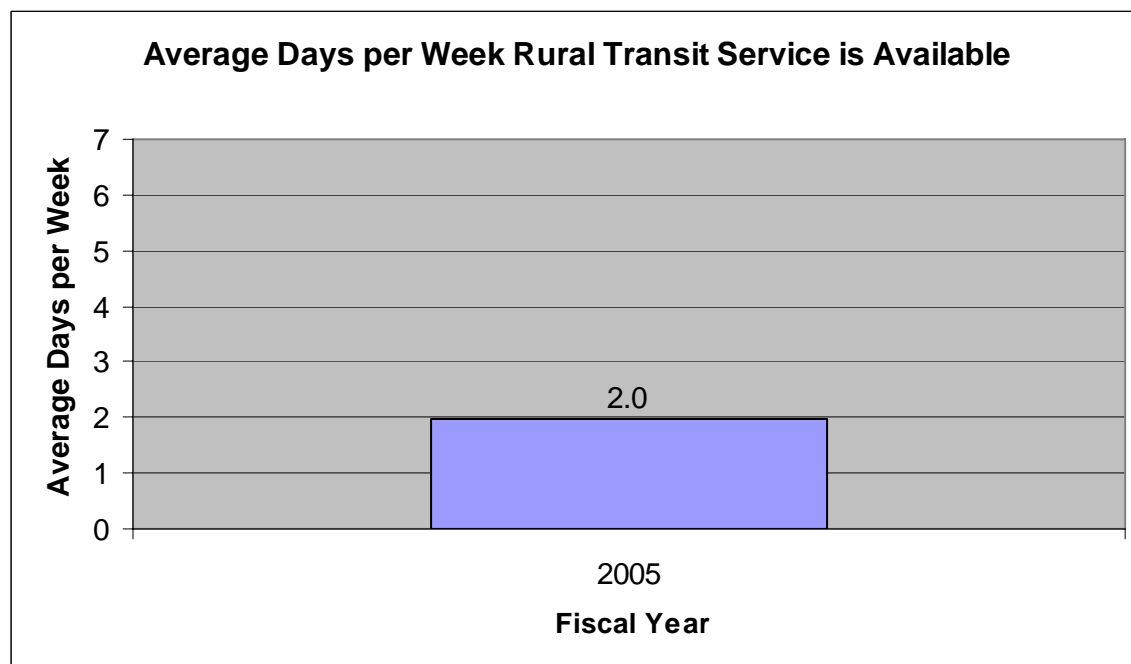
This measure identifies the average existing public transit service in rural Missouri by indicating the availability of rural mobility services for employment, medical appointments and necessary shopping.

**Measurement and Data Collection:**

Reviewing published transit service schedules in each rural Missouri county and averaging those daily frequencies within a week's schedule for available countywide transit service calculates the statewide average days per week that rural transit service is available. The second chart depicts this average by MoDOT District. Rural transit agencies operate on an annual budget and customarily make transit service changes with the start of a new budget. This measure will be updated annually with the next report available in the January 2006 Tracker.

**Improvement Status:**

Rural transit service at a statewide average of two days per week is not sufficient for its riders to support full time employment. Rising fuel costs without increased revenues will negatively impact rural transit service schedules in 2006. The outlook for 2007 suggests a rebound in rural transit service based on a 67% increase of federal rural transit funds authorized to Missouri in SAFETEA-LU. When viewed by MoDOT District, the locally supported single-county rural transit systems in Southeast Missouri (District 10) tend to have higher levels of service than the multi-county systems such as OATS and SMTS. MoDOT worked with local transit providers to produce a speaker's video to help transit managers make a persuasive case for more local funding in order to enhance rural transit service.



**Desired  
Trend:**



## Easily Accessible Modal Choices

### *Number of active transit vehicles*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Steve Billings, Administrator of Transit

**Purpose of the Measure:**

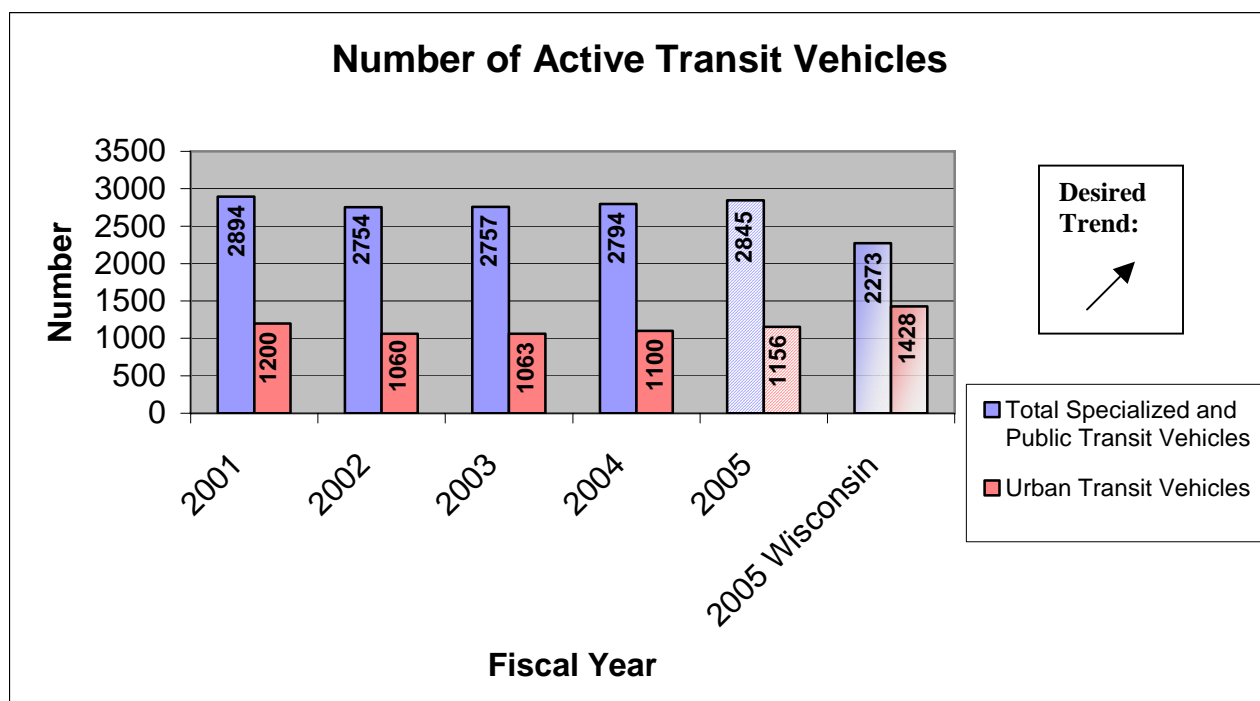
This measure tracks the number of active transit vehicles in passenger service. This data indicates the collective potential capacity for Missouri's transit agencies to deliver mobility services.

**Measurement and Data Collection:**

The data represents the number of transit vehicles dedicated to urban and rural public transit services and those federally funded vehicles used by specialized transit providers. Data previously reported in earlier TRACKER editions was for urban transit vehicles only. The 2005 measure is benchmarked to Wisconsin which has a comparable total statewide population.

**Improvement Status:**

Reduced local transit sales tax revenues in St. Louis and Kansas City in 2002 along with reduced state transit funding in 2003 (July 2002) led to reductions of transit services and the number of active transit vehicles. Transit service and fleet size have slowly rebounded since that time. Missouri has more total combined public transit and specialized transit vehicles in service than Wisconsin. Wisconsin has more urban transit vehicles in service than does Missouri, however, Wisconsin has 13 urbanized metro areas each over 50,000 population compared to Missouri's seven (7) urbanized metro areas. MoDOT serves as the lead procurement agency for rural and specialized transit vehicles providing a menu of over 125 combined floor plans, wheel chair lifts and engines from which transit agencies can select. This consolidated procurement lowers costs through volume pricing that, in turn, helps purchase more vehicles with available funding.



## Easily Accessible Modal Choices

### *Number of inter-city bus stops*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Steve Billings, Administrator of Transit

**Purpose of the Measure:**

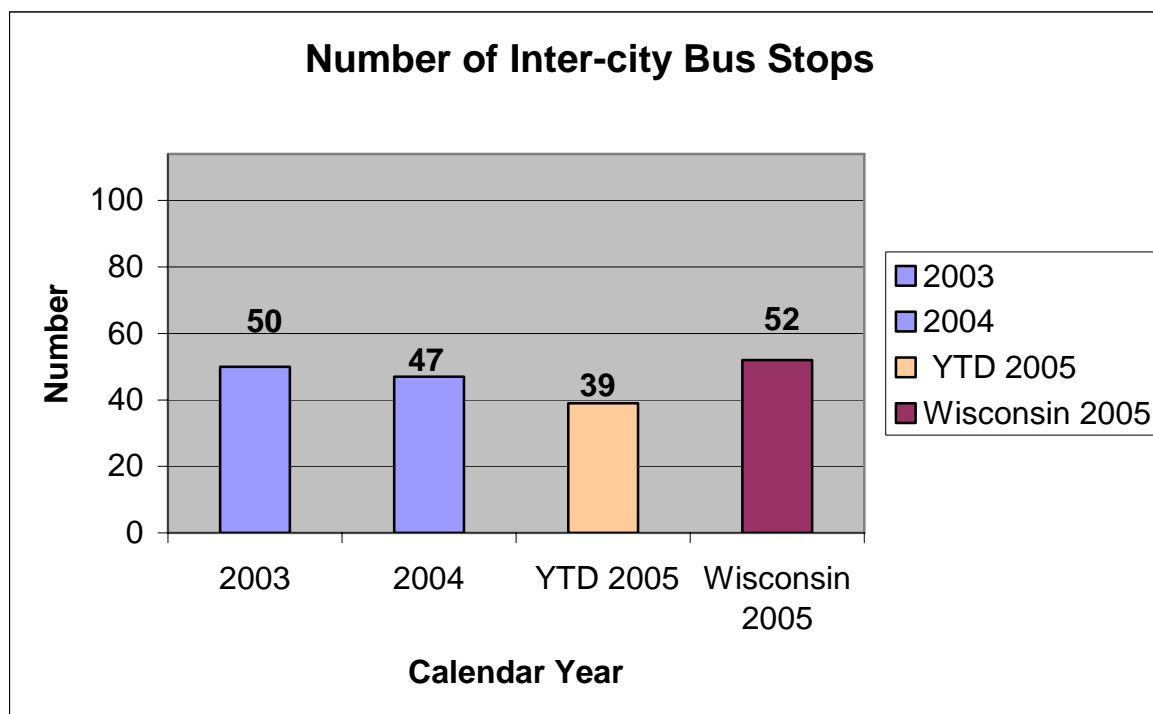
This measure tracks the number of inter-city bus stops. Inter-city bus stops represent access points to inter-city bus services provided by Greyhound, Jefferson Lines and Trailways. More stops among Missouri's 114 counties means greater access. Fewer stops create a barrier by necessitating greater traveling distances in order to board an inter-city bus.

**Measurement and Data Collection:**

Data on the number and location of inter-city bus stops is obtained annually from the national and regional inter-city bus carriers. The year-to-date 2005 measure is benchmarked to Wisconsin, which has a comparable total statewide population.

**Improvement Status:**

The number of Missouri's intercity bus stops continues to decline with the changes in Greyhound service. Greyhound has indicated that additional stops along the US 67 corridor between St. Louis and Little Rock may be eliminated this year. MoDOT's Organizational Results Division is currently counting and surveying coach riders to better determine the needs for intercity bus service in Missouri.



**Desired  
Trend:**



## Easily Accessible Modal Choices

### *Percent of customers satisfied with transportation options*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Ernie Perry, Organization Performance Administrator.

**Purpose of the Measure:**

This measure provides information about the public's perception of MoDOT's performance in providing transportation options.

**Measurement and Data Collection:**

Data was collected through a statewide telephone survey conducted for MoDOT's long-range planning initiative called *Missouri Advance Planning*. The survey effort included interviews with 3,100 Missourians with an overall margin of error of +/- 2.9 percent.

**Improvement Status:**

For the 2005 survey, over 67 percent of the population sampled agrees they are at least somewhat satisfied with their transportation options. Conversely, 28 percent of the sample is not satisfied with the transportation options available to them. When compared to the 2000 data provided from the statewide customer survey, 52 percent of the sample is satisfied with transportation options and 47 percent respond that they are dissatisfied with the options available to those who do not or cannot drive. This is a positive start and a demonstrated improvement from 2000. MoDOT expects to see increases in the public's satisfaction with transportation options as the Multimodal Operations Division continues to work towards improving service and awareness of transportation options.

